



CITY OF LODI

COUNCIL COMMUNICATION

AGENDA TITLE: Adopt Resolution Amending Traffic Resolution 97-148 Approving a 30-Mile-Per-Hour Speed Limit on Mills Avenue from Harney Lane to Century Boulevard

MEETING DATE: April 2, 2003

PREPARED BY: Public Works Director

RECOMMENDED ACTION: That the City Council adopt a resolution amending Traffic Resolution 97-148 approving a 30-mile-per-hour (mph) speed limit on Mills Avenue from Harney Lane to Century Boulevard, as shown on the attached Engineering and Traffic Survey (Exhibit A).

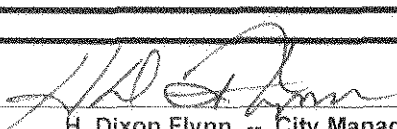
BACKGROUND INFORMATION: The portion of Mills Avenue south of Century Boulevard to Harney Lane was accepted by City Council in October of 2002. Per Section 40802(b) of the California Vehicle Code, in order to radar enforce vehicle speeds on this portion of Mills Avenue, a valid Engineering and Traffic Survey must exist. This portion of Mills Avenue has no existing survey. Engineering and Traffic Surveys are performed based upon State of California Department of Transportation (Caltrans) guidelines. The surveys include a map showing the physical characteristics of the roadway, such as roadway width, number of through lanes, and traffic controls. Traffic volumes, prevailing speeds, and accidents are analyzed and the results are provided in a written narrative for each street. The following three factors are considered when determining speed limits.

Prevailing Speeds (85th Percentile Speeds) - Reasonable speed limits conform to the actual behavior of the majority of motorists, and by measuring motorists' speeds, one will be able to select a speed limit that is both reasonable and effective. Speed limits should normally be established at the first five-mile per hour increment below the 85th percentile speed. However, in matching existing conditions with the traffic safety needs of the community, engineering judgment may indicate the need for a further reduction of 5 miles per hour.

Unexpected Conditions - When roadside development results in traffic conflicts and unusual conditions which are not readily apparent to drivers, speed limits below the 85th percentile are warranted. The following factors were considered: roadway design speed; safe stopping sight distance; superelevation; shoulder conditions; profile condition; intersection spacing and offsets; commercial and residential driveway characteristics; residential density; and pedestrian and bicycle safety.

Accidents - Accident records for the two most recent years are considered when determining speed limits. Accidents on segments of roadways are classified by their accident rate. Accident rates are determined by the number of accidents occurring within a segment of roadway and the traffic volume within that segment. Accident rates are shown in accidents per million vehicle miles (ACC/MVM). The average Citywide accident rate is 4.1 ACC/MVM. No accidents were reported on this segment of Mills Avenue since it was extended south to Harney Lane.

APPROVED:


H. Dixon Flynn -- City Manager

Adopt Resolution Amending Traffic Resolution 97-148 Approving a 30-Mile-Per-Hour Speed Limit on Mills Avenue from Harney Lane to Century Boulevard

April 2, 2003

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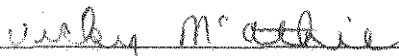
STUDY RESULTS: This portion of Mills Avenue requires a valid Engineering and Traffic Survey in order to establish an enforceable speed limit. Based solely on the 85th percentile speeds, the speed limit on this segment could be posted at 35 mph; however, based on the density of residences in the area, and that bike lanes will be completed on this segment when the roadway is fully widened, reducing the speed limit to 30 mph is recommended. This speed limit is also consistent with the other portion of Mills Avenue.


RECOMMENDATION: Staff recommends that City Council approve the speed limit as shown below.

<u>Street Segment</u>	<u>Existing</u>	<u>Proposed</u>
Mills Avenue, Harney Lane to Century Boulevard	N/A	30 mph

FUNDING: Funding to provide the speed limit signs and pavement legends at an approximate cost of \$250 is to come from the Street Maintenance Account.

Funding Available:


Finance Director


Richard C. Prima, Jr.
Public Works Director

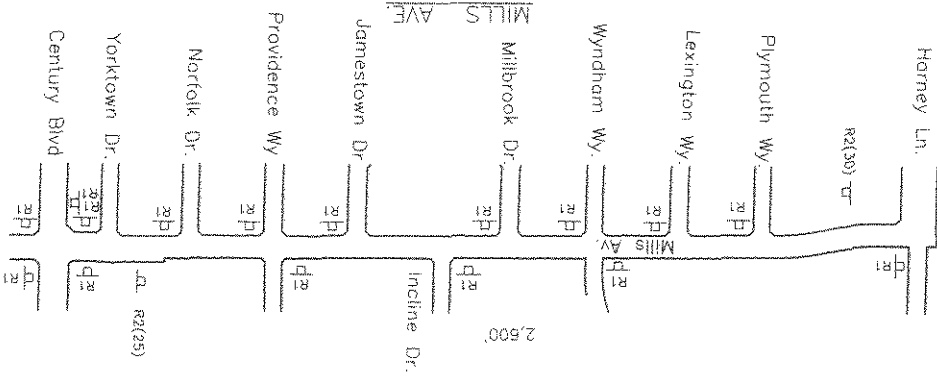
Prepared by Rick S. Kiriu, Senior Engineering Technician

RCP/RSK/pmf

Attachments

cc: City Attorney
Police Chief
City Engineer
Street Superintendent
Senior Traffic Engineer
Concerned Citizens

ENGINEERING AND TRAFFIC SURVEY SEE NARRATIVE FOR BACKGROUND INFORMATION



SPEED TABLE

64'-24'	24'	52'	52'-58'	2 + Partial Bike Lanes	NONE	N/A	3,110	39	40	29-39(68)	29-39(70)	35	34	30 mph	N/A New Street Segment	30 mph
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LEGEND:

- SIGN LOCATION
- R1 — STOP SIGN
- R2 () — SPEED LIMIT SIGN (MPH)
- R1-2 — YIELD SIGN
- 0 — INSTALLATION 6
- SCHOOLS (W65, R2(25), R7(2))
- TRAFFIC SIGNAL
- CITY LIMIT
- CRITICAL SPEED
- LOWER LIMIT OF PACE

MPH	SPD GRAPH
40	
30	
20	

ACCIDENT PLOT
YR: 2001
YR: 2002
ACCIDENT RATE--ACC./MILL. VEH.-MI.

DATE: April 2003
JWSB/RSK
No. Date
Revision
Appr.
City Engineer
RCE NO. 39895



CITY OF LODI
PUBLIC WORKS DEPARTMENT

MILLS AVE
Harney to Century

SPEED
ZONE
SURVEY

Exhibit A

April 2003

SPEED ZONE REPORT – Mills Avenue, Harney Lane to Century Boulevard

- **REFERENCE** - Speed zone surveys are performed in the City of Lodi following State of California Department of Transportation (Caltrans) guidelines in accordance with Section 40802 (b) of the California Vehicle Code. These guidelines are outlined in Chapter 8 of the Caltrans Traffic Manual.
- **STUDY CRITERIA** - Important factors to consider in determining the speed limit which is most appropriate to facilitate the orderly movement of traffic and that is reasonably safe are:

Prevailing Speeds (85th Percentile Speeds) - Reasonable speed limits conform to the actual behavior of the majority of motorists, and by measuring motorists' speeds, one will be able to select a speed limit that is both reasonable and effective. Speed limits should normally be established at the first five mile per hour increment below the 85th percentile speed. However, in matching existing conditions with the traffic safety needs of the community, engineering judgment may indicate the need for a further reduction of five miles per hour.

Unexpected Conditions - When roadside development results in traffic conflicts and unusual conditions which are not readily apparent to drivers, speed limits below the 85th percentile are warranted. The following factors were considered: roadway design speed, safe stopping sight distance, superelevation, shoulder conditions, profile condition, intersection spacing and offsets, commercial & residential driveway characteristics, residential density, and pedestrian & bicycle safety.

Accidents - Accident records of the two most recent years were considered in determining the speed zones. Accidents on segments of roadways are classified by their accident rate. Accident rates are determined by the number of accidents occurring within a segment of roadway and the traffic volume within that segment. Accident rates are shown in accidents per million vehicle miles (ACC/MVM). There have been no accidents on this portion of Mills Avenue. The average Citywide accident rate is 4.1 ACC/MVM.

- **STUDY RESULT**
Two radar surveys were performed and the 85th percentile speeds ranged from 37 to 40 mph as shown below.

<u>Street Segment</u>	<u>Northbound</u>	<u>Southbound</u>
Harney Lane to Century Boulevard	37-39 mph	40 mph

Harney Lane to Century Boulevard

The 85th percentile speed on this segment ranged from 37 to 40 mph. The 50th percentile speeds ranged from 32 to 35 mph. This portion of Mills Avenue was extended south of Century Boulevard to Harney Lane in October of 2002 and there were no reported accidents on this segment. Based solely on the 85th percentile speeds, the speed on this segment could be posted at 35 mph; however, considering the residential density and that bicycle lanes will be completed on this segment of Mills Avenue when it is fully developed, we recommend establishing a 30 mph speed limit on this segment.

° CONCLUSION

The recommended speed limits are shown below:

<u>STREET SEGMENT</u>	<u>POSTED SPEED LIMIT</u>
Harney Lane to Century Boulevard	30 mph

F. Wally Sandelin
City Engineer

RESOLUTION NO. 2003-52

A RESOLUTION OF THE LODI CITY COUNCIL APPROVING 30
MILE PER HOUR SPEED LIMIT ON MILLS AVENUE FROM
HARNEY LANE TO CENTURY BOULEVARD, AND THEREBY
AMENDING TRAFFIC RESOLUTION NO. 97-148

WHEREAS, the portion of Mills Avenue south of Century Boulevard to Harney Lane was accepted by the City Council in October 2002; and

WHEREAS, per §40802(b) of the California Vehicle Code, in order to radar enforce vehicle speeds on this portion of Mills Avenue, a valid Engineering and Traffic Survey must exist. This portion of Mills Avenue has no existing survey; and

WHEREAS, Engineering and Traffic Surveys are performed based upon the State of California Department of Transportation (Caltrans) guidelines; and

WHEREAS, the surveys include a map showing the physical characteristics of the roadway, such as roadway width, number of through lanes, and traffic controls. Traffic volumes, prevailing speeds, and accidents are analyzed and the results are provided in a written narrative for each street; and

WHEREAS, three factors are considered when determining speeds limits, they are as follows: 1) Prevailing Speeds (85th Percentile Speeds); 2) Unexpected Conditions; and 3) Accidents; and

WHEREAS, the Public Works Department recently performed an Engineering and Traffic Survey on Mills Avenue from Harney Lane to Century Boulevard and recommends approval of the speed limit as shown below:

<u>Street Segment</u>	<u>Existing</u>	<u>Proposed</u>
Mills Avenue, Harney Lane to Century Boulevard	N/A	30 mph

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Lodi does hereby approve the 30 mile per hour speed limit on Mills Avenue from Harney Lane to Century Boulevard as shown above; and

BE IT FURTHER RESOLVED that the City of Lodi Traffic Resolution No. 97-148, Section 7, "Speed Limits," is hereby amended by designating the 30 mile per hour speed limit on Mills Avenue from Harney Lane to Century Boulevard.

Dated: April 2, 2003

I hereby certify that Resolution No. 2003-52 was passed and adopted by the City Council of the City of Lodi in a regular meeting held April 2, 2003, by the following vote:

AYES: COUNCIL MEMBERS – Beckman, Hansen, Howard, Land, and Mayor Hitchcock

NOES: COUNCIL MEMBERS – None

ABSENT: COUNCIL MEMBERS – None

ABSTAIN: COUNCIL MEMBERS – None

A handwritten signature in black ink, appearing to read "Susan J. Blackston". The signature is fluid and cursive, with the first name "Susan" and last name "Blackston" clearly distinguishable.

SUSAN J. BLACKSTON
City Clerk

CITY COUNCIL

SUSAN HITCHCOCK, Mayor
EMILY HOWARD
Mayor Pro Tempore
JOHN BECKMAN
LARRY D. HANSEN
KEITH LAND

CITY OF LODI

PUBLIC WORKS DEPARTMENT

CITY HALL, 221 WEST PINE STREET
P.O. BOX 3006
LODI, CALIFORNIA 95241-1910
(209) 333-6706
FAX (209) 333-6710
EMAIL pwdept@lodi.gov
<http://www.lodi.gov>

H. DIXON FLYNN
City Manager
SUSAN J. BLACKSTON
City Clerk
RANDALL A. HAYS
City Attorney
RICHARD C. PRIMA, JR.
Public Works Director

March 27, 2003

Nicholas & Lisa Nunez
1966 Norfolk Drive
Lodi, CA 95242

Tina M. Guerrero
2328 Mills Avenue
Lodi, CA 95242

SUBJECT: Adopt Resolution Amending Traffic Resolution 97-148 Approving a
30-Mile-Per-Hour Speed Limit on Mills Avenue from Harney Lane to
Century Boulevard

Enclosed is a copy of background information on an item on the City Council agenda of
Wednesday, April 2, 2003. The meeting will be held at 7 p.m. in the
City Council Chamber, Carnegie Forum, 305 West Pine Street.

This item is on the regular calendar for Council discussion. You are welcome to attend.

If you wish to write to the City Council, please address your letter to City Council,
City of Lodi, P. O. Box 3006, Lodi, California, 95241-1910. Be sure to allow time for the
mail. Or, you may hand-deliver the letter to City Hall, 221 West Pine Street.

If you wish to address the Council at the Council Meeting, be sure to fill out a speaker's
card (available at the Carnegie Forum immediately prior to the start of the meeting) and
give it to the City Clerk. If you have any questions about communicating with the
Council, please contact Susan Blackston, City Clerk, at 333-6702.

If you have any questions about the item itself, please call Rick Kiriu,
Senior Engineering Technician, at 333-6800, extension 2668.



for: Richard C. Prima, Jr.
Public Works Director

RCP/pmf

Enclosure

cc: City Clerk ✓